



BY
EMERSON
HOUGH

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(Continued.)
I had never spoken thus to her in all my life, but almost to my surprise she



"Be silent!" I commanded her.

changed now. As though half in doubt, she turned toward the stair leading down to the ladies' cabin, where Aunt Lavinia was shrieking in terror.

"Guard the door!" I called to O'Lonnaga as I turned away. I heard a heavy thud, and the click of the lock told me my prisoners were safe, so I hastened forward.

"Good Lord, Mr. Harry!" cried my skipper, Peterson, when he saw me. "Come here! Take this little devil away! I'm afraid he'll knife me!"

I hurried to him, for he struggled in the dark with Jean Lafitte.

"To the rescue, Black Bart!" called Jean Lafitte. "Catch his other arm! I've got this one, and if he moves, by heavens, I'll run him through!"

"Run me through, you varmint—what do you mean?" roared Peterson. "Ain't it enough you pull a gun on me and try to poke out my eye and twist my arm without sticking me with that brand sinner you got? Mr. Harry—

for heaven's sake!"

"There now, Jean Lafitte," I said. "Enough. He has begged for quarter."

"No! I ain't!" asserted Peterson venomously. "I'll spank the life out of him if I ever get the chance!" I raised a hand.

"Enough of all this noise," I said. "I am in charge now, Peterson. Go to the wheel. Break out the anchor and get underway!" At once, man! I have no time to argue."

Peterson had never in his life heard a speak in this way before, but now, for what reason I do not know—perhaps from force of habit, perhaps because he knew I was owner of the boat, perhaps in awe of the naked cross of Jean Lafitte, still presented menacingly at his abdomen—the old skipper obeyed.

I heard the faint jangle of bells in the engine room below. Obviously Williams, the engineer, was responsive to the gentlest of duty and routine. The power came pulsing through the veins of the Belle Helene, and I heard her screws revolve. I myself threw in the donkey which she forced ahead and so broke out the anchor. It still swung, clogging her bows as she turned in the current. The bells again jangled as she got more speed, and as the anchor came home. Our searchlight swept a wide area along the foot of Natchez hill as our bows circled about and headed down the great river, and now we picked in full view, hardly sixty fathoms distant, the dimly, pulled furiously toward us. My friend, the varlet Cal Davidson, half stood in the stern of the stubby craft and waved at us in excited hand.

"Aho! there, Peterson!" he cried. "Stop! Hold on there! Wait! Where are you going there?"

Peterson turned toward me an inquiring gaze, but I only pointed a hand downstream, and he obeyed me. I reached my hand to the cord and gave Peterson, Davidson, Natchez and all the world the salute of a long and vibrant whistle of defiance.

"Full speed ahead, Peterson," said I. "Full speed ahead, Peterson!"

"Where are we going, Mr. Harry?" he demanded anxiously.

"I don't know," said I. "It all depends—maybe ground the world. I can't know and I don't care."

"I'm scared about this. It don't look right. What's come into you, Mr. Harry?" asked the man sottofocally.

"Nothing, Peterson," said I, "except that the bird of time is on the wing. I am a pirate, Peterson!"

"I never knew you so far gone in drink before, Mr. Harry," said he as he threw over the wheel to pick up the first starboard channel light.

"Yes, I have been drinking, Peterson," said I. "It has been drop by drop and is all too soon gone if we delay. Full speed ahead, Peterson. I am in command."

"Jean!" I called to my able lieutenant. "Reach over into the longboat and bring Partial on board. He is my friend. And bring also our dog. Run it aloft above our prize."

"Aye, aye, sir," came the reply of Jean Lafitte. And a few moments later our longboat was riding astern more easily. Jean Lafitte on his return busied himself with our burgeoise. And at that moment Partial, overjoyed at also having a hand in these affairs, barked joyously at his discovery of the "sawdust end of the cook's cue projecting through the hinges at the door. On this he laid hold cheerfully, working it until poor John whisked away in terror and until I freed him and ordered tea.

I next went over to the hatches of the engine room and, having opened them, bent over to speak to Williams, the engineer.

"It's all right, Williams," said I. "I am going to take her over now and run her perhaps to the gulf. We hadn't time to tell you at first. There has been a legal difficulty. Peterson is on deck of course."

"All right, Mr. Harry," said Williams, who recognized me as he leaned out from his levers to look up through the open hatch. "At first I didn't know what was up. It sounded like a mutiny!"

"It was a mutiny, Williams," said I. "And I am the head mutineer. But you're sure of your pay, so let her go. He did let her go, smoothly and brilliantly, so that before long she was at her top speed, around fifteen knots an hour."

"I locked the door on 'em, Black Bart," said he, "and bade them cease idle remonstrances. 'Little do you know,' says I to them, 'that Black Bart the Avenger is now on the trail. Let any oppose him at their peril,' says I to them. She gives me candy, the fair captive did, but I spurned her bribe. Beware, says I to her. 'Little do you know what lies before you.'"

Jean Lafitte, who had so well executed the work assigned him in the boarding party's plans, proved himself neither inefficient nor unobservant. He approached me now with a salute which probably he copied from Peterson.

"What about our good ship, the Sea Rover, that we have left behind?" he asked.

"By Jove, Jean Lafitte!" I exclaimed. "That is indeed a true word. What indeed? We left her riding at anchor off the channel edge, and so far as I recall she had not her lights up in accordance with the law."

"Shall we put about and take her in tow, Black Bart?"

"By no means. That is the very last of my intentions."

"But she cost a lot of money."

"Or the contrary, she cost only \$1,200."

"Twelve hundred dollars!" Jean drew a long, deep breath. "I didn't know anybody had that much money in the world. Besides, look what you spent for them pearls. Ain't you poor, then, Black Bart?"

"On the contrary, I have that much more money left very likely. And I do not, to say truth, care a jot, a rap or a silver whit becomes of the derelict Sea Rover now. Have we not taken a better ship for our own?"

"Yes, but suppose you varlet-boards the Sea Rover and chases us the way we done him?"

"Again, by Jove, Jean Lafitte, an idea! But suppose he does? Much good it will do him, for look you, good lieutenant, the Belle Helene will not stop to send any man ashore for baseball scores. Such was not the practice of the old buccaniers, no shall it be ours, whereas, no matter what the haste, you varlet could in nowise refrain from that same folly which hath lost him his ship to us. Each hour will only widen the gap between us. Let him take our tub if he likes and do as he likes, for 'twill be a long day before he picks up our masts over his horizon, Jean Lafitte."

"Aye, aye, sir," rejoined my lieutenant and withdrew.

But these all were lesser things to me, for on my soul was a more insistent concern. As I approached the door of the after cabin stateroom, occupied by the ladies, I made my presence known, at first discreetly, then more pointedly and at length by a knocking on the door.

"Below there!" I called boldly as I came, for, eager as I was to see Helena Emory, there were certain things about the interview which might be difficult.

(To Be Continued.)

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BANKERS OFF FOR COAST CONVENTION

Trains Speed West With Presidents Representing Many Banks.

New York, Aug. 31.—Bankers from all parts of the East are speeding westward this afternoon to attend the forty-first annual convention of the American Bankers' association, which is to be held at Seattle next week. Out of the Pennsylvania railroad station there pulled out at short intervals today special trains, made up expressly for bankers of New York city, and to judge from the numbers who have gone, Wall street for the next few weeks will contain fewer representatives of the money power than it contains banks. Three special New York Central trains, carrying 300 bankers, left the Grand Central Terminal on Saturday afternoon.

The first train leaving the Pennsylvania station, at 11 o'clock, carried presidents, vice-presidents, chairmen of the board, and directors representing nearly every national bank of New York. Trains which followed carried bankers from New England and upper New York States, grouped according to the sections of the country. The New York Central trains that left were variously designated by the primary colors, in order that bankers might be able readily to distinguish the various sections.

The convention to which the bankers are bound is to take place September 6 to September 10, and sufficient time is being taken, in sending out trains from New York to permit of various tours and stop-overs on the way. The Pennsylvania trains are to take a route through the Canadian wheat belt and the Canadian Rockies, descending the Western slope and arriving at Seattle the night before the opening of the convention. Some of the New York Central trains will do the same; others will traverse the wheat belt of Minnesota and the Dakotas, stopping at Glacier National Park, the most recently acquired of the country's great reservations, giving the bankers parties opportunities to go through by stage coach and boat.

Will be a Large Gathering. Expectation is that the Seattle convention will be the most largely attended in the history of the American Bankers' association, for one reason because convention delegates will be given an opportunity to attend, on their western visit, the Panama-Pacific Exposition at San Francisco and the Panama-California Exposition at San Diego. Another and more serious reason insuring a large attendance is the discussion that will be held of the Federal Reserve act, which only lately became operative and which is playing an increasing part in the daily affairs of the bankers of the United States.

The membership of the American Bankers' association is nearly 15,000, including one-half the banks of the country, and fully a fourth of the membership is expected to be represented at Seattle.

Besides the main convention of the national bankers, there will be conventions at Seattle of the State bank members of the association, trust company members, and savings bank members. An extensive program has been prepared for each section's daily meetings. Ex-President W. H. Taft is to be the principal speaker before the convention, his subject being the "economic and political summary of the generation just closing." Other speakers, in the order of their addresses, will be:

Speakers on the Program. Wednesday, Sept. 3.—Ernest Lister, governor of Washington; Hiram C. Gill, mayor of the city of Seattle; M. F. Baekus, president Seattle Clearing House association; William A. Law, Philadelphia, Pa., president of the association; Sir Richard McBride, K. C. M. G., premier of British Columbia, Vancouver, B. C., Canada; Frederick A. Delano, vice-governor, Federal Reserve Board, Washington, D. C.; Leonard H. Dredg, New York city, member of the New York Bar, "Self-Defense."

Thursday, Sept. 4.—Prof. T. J. Newell, State Agent in Charge of Junior Work, University of Washington, Seattle, Wash., "Boys and Girls"; Miss Mary F. Rausch, assistant professor of Home Economics, University of Washington, Seattle, Wash., "The Woman's Side"; the Rev. W. W. Diehl, pastor Methodist Episcopal church, Hinkley, Ill., "What the Country Church Can and Must Do."

FRUIT IN CONNECTICUT

Harvesters Labor Among Peach and Apple Orchards.

Up and down the Connecticut valley and in the Farmington valley, and in the Housatonic valley, the report comes of plentiful crops of the red and yellow peaches, and of apples ready for the harvest—or fast getting into that stage.

More than 200,000 baskets of peaches in Glastonbury this year. This is a conservative estimate.

Before the present transportation facilities were arranged, the fruit was packed in barrels and shipped by rail.

But Bartholomew Carini, one of the town's largest growers, is going that plan one better. He is finishing a packing shed, 36 feet by 66 feet, and the Connecticut Company will put in a spur track. Then the peaches will be assorted and will be placed in the cars without the necessity for any teams.

At the J. H. Hale orchards, Public Utilities Commissioner John H. Hale has a busy force in the packing shed. Sixty experienced colored pickers from his Georgia plantation are at the orchard. The height of the harvest will be Labor Day week.

This year Mr. Hale will have about 4,000 baskets of the celebrated J. H. Hale peach, of which he is the originator. It is larger and better than the famous Elberta.

Bartholomew Carini will harvest 50,000 baskets. He expects to send peaches in refrigerator cars to Baltimore. Other carloads will go to Pittsfield and Worcester and Springfield, Boston, Providence and Buffalo.

Both Mr. Hale and Mr. Carini watch the market closely and try to place carloads where there is a demand by local buyers.

J. H. Hale has many buyers who come direct to the orchards and en-

sage the fruit.

And in Southington come stories of bumper crops. Elijah Rogers expects to harvest a crop of 20,000 baskets of peaches from his 150 acres. Mr. Rogers says that he sells his crop locally and to New York parties, at anywhere from 25 cents to \$1 a basket. He keeps 30 men busy during the peach season picking the crop.

HUMANE SOCIETY BUYS AUTOMOBILE

The Connecticut Humane Society has finally felt the imperative need of an automobile. It has bought a car and is to build a garage. It is thought that an automobile will not only be a greater economizer of time but also of money. Much of the work of the society has to do with cases in remote regions and often the settlement of a small case requires a whole day's travel. In the good old days, carriages could be obtained from private dealers in country places, but many livery dealers have done away with horses and carriages, having substituted automobiles. The society has found that the price for automobile hire is entirely too expensive.

SECRETARY SUSPENDS THREE MORE LICENSES

The operators' license of John Cusigan of Bridgeport was suspended yesterday by Secretary of State Burnes.

Secretary Burnes has made decisions as follows: William L. Shanley of Thomaston; in an accident in Waterbury, December 30, 1912, in which Cornelius Mironey was fatally injured; application for license refused.

Frank W. Jones of New Hartford; driving in New Hartford, March 14, in a car not displaying a rear license marker; charged with killing a valuable cow owned by John C. Owen and evading responsibility; license suspended for fifteen days.

CREDITORS FILE PETITION.

The Connecticut Breweries Company of this city, and E. Zimmerman & Co., Incorporated, of Yonkers, N. Y., filed a petition in the United States Court yesterday, that Frank Groham and Steve Javin, who had conducted a saloon in Middletown, be adjudicated bankrupt. Groham was located in New Britain, and the whereabouts of Javin are unknown. The Connecticut Breweries Company has a claim of \$1,500 against the company partnership, and claim of E. Zimmerman & Co., Incorporated, amounts to \$77.65.

Health Officer E. A. McCallan has returned from two weeks' vacation trip to the home of his son, Frederick A. McCallan, superintendent of the H. O. cereal concern in Buffalo.

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Special Examinations

WEDNESDAY AND THURSDAY, SEPT. 1 AND 2, 1913

Sciences, Photography, Typewriting, English, History, Bookkeeping, 2:30 p. m., Wednesday, Sept. 1.

Latin, French, German, Spanish, 8:30 a. m., Thursday, Sept. 2.

Mathematics, 2:30 p. m., Thursday, Sept. 2.

Entrance Examinations

For the Bridgeport High School will be held at the High School building. Pupils must bring a statement from tutor with whom they studied during the summer.

Spelling 8:30 a. m., Thursday, Sept. 2. History 9 a. m., Thursday, Sept. 2. English grammar, 1:30 p. m., Thursday, Sept. 2.

Geography, 8:30 a. m., Friday, Sept. 3. Arithmetic, 1:30 p. m., Friday, Sept. 3. Entrance examinations for the City Normal School will be held at the City Normal School, Wednesday, Sept. 3, 1913, at 8 a. m.

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Marshall F. W. Geraty, of 70 Manhattan St., New York, says: "I have suffered with rheumatism for many years, have tried almost every known remedy but got no relief or cure until I took yours. In forty-eight hours, I was entirely cured and free from all pain. I send this unsolicited."

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